



Galt Traffic



Galt Airport, Greenwood,
Illinois (10C)

Newsletter from Galt Airport and EAA Chapter 932

November 2017

Maule Fly-In

By Dick Wydra



The Maule family hosts a fly in each year at the end of September. Last year we were unable to attend due to a family wedding. This year my regular co-pilot informed me that she was heading west to spend the weekend with our newest granddaughter. I reached out to some likely candidates to join me and came up empty. I was not to be deterred this year. It is about a 7 hour trip so I decided to leave Thursday morning hoping to arrive before dark to set up camp and get situated.

My route of flight was to be 10C – KDCY for the first leg. 229 nm and about 2.5 hours enroute. My airplane can fly for 7 hours on a full tank of fuel but my tank only lasts 2-3 hours comfortably so I plan for legs of 2-3 hours if at all possible. I check AirNav before flying to see what the local fuel prices are and Daviess Co. was showing self serve at \$3.75 per gallon. My early departure was interrupted when Justin drove up to tell me my favorite co-pilot had called. It seems I had left my cell phone at home and she was enroute to deliver it. While waiting I watched the guys practicing for nationals. Those guys make me queasy just watching them. Good Luck Guys! The trip to KDCY was uneventful and fuel as advertised. My departure was interrupted again this time to discuss the Maule with a local fella who was rebuilding one.

Leg two was to be KDCY-KAPT with 230 nm. I made that leg in a little over 2 hours. Things were

looking pretty good at this point. Fuel was \$3.99 per gallon and no interruptions. A quick snack and off we go for leg three.

Leg three is KAPT-KMUL and 253 nm. It seems my delays are catching up to me. It will be a race to get there before the sun sets. Spence Field where Maule is located does not have lights. Sunset is 7:30 pm and I have forgotten to calculate the time change. My arrival is going to be around 7:15 pm, cutting it a little close there. Then I check the weather on my fancy new radio and things start to get interesting.

There is a thunderstorm directly over KMUL and I'm 32 miles out. It's isolated so I circle west and come in behind the storm arriving just before dark to a mostly flooded parking area. Time enroute for the third leg was 2 hours and 45 minutes. Brent Maule greeted me and helped me get set up.

Friday is a meet and greet day with people arriving and a barbecue lunch at a local restaurant. After lunch we get a factory tour and this is definitely a family operation. No assembly line at this factory! Maule has been making aircraft continuously since 1962. The original factory was in Michigan near Detroit but when labor costs and unions were becoming difficult they moved to Moultrie Georgia and have been there ever since.

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Every fuselage ever made was done on the original jig with the top of the jig changed to accommodate the different models.

Day one concludes with a trip to another local restaurant for some excellent food. Brent Maule drove 15 of us in a large van. On the way back we picked up a couple of extra people. It was standing room only in the van when someone suggested a Dairy Queen run. It must have looked like a clown car when people kept piling out of this van. What a great way to get people acquainted with each other. Put 18 people in a van designed for 12.



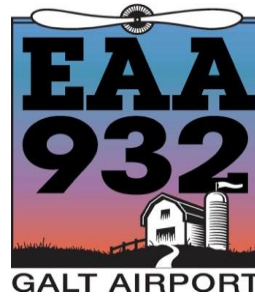
Day 2 started with a fly in breakfast. Then we flew to Adel Georgia to see where the fiberglass parts are made. This also happens to be the home of the Saberwing Aircraft. It's a very interesting 2 place homebuilt.

The next event of the day was the flour bombing and short field takeoff and landing contests. Since my co-pilot was absent I enlisted a new friend's wife to join me. We went last so we could watch where everyone else was releasing but it did us no good. Their rules are a little easier than ours. 100 foot minimum altitude due to the proximity of parked aircraft.



The short takeoff and landing competition is divided into two divisions, over 200hp and 180hp. I was the only 210 hp aircraft so I was grouped with the 235 hp Maules. Rules are pretty simple. Measure the takeoff distance and then measure your distance to a full stop. Add the two up and that is your score. Land short of the starting point and your score does not count, you get two attempts. My first run I had a takeoff distance of 275 feet and a landing distance of 400 feet. My second run was a scratch because I landed a little short. I became what Margie calls the first loser. The winner of my division took off in 185 feet and landed in 275 feet. I guess I will have to practice more or add a JATO bottle next year. There was a gentleman there with a V-tail Bonanza who competed for fun with impressive results. He took off in 400 feet and landed in 600 feet. The fly in ended with a great banquet at Maule with raffle prizes and camaraderie. One fella won the grand prize of a Garmin D2 watch for the second year in a row. I might think it was rigged but he said he donated the watch to a young man starting out in aviation and he already had someone in mind for this year's watch.

Sunday was saying goodbye to new friends and the Maule Family and then off to sunny skies and perfect weather. It was another 7.2 in the logbook coming home and great memories until next year.



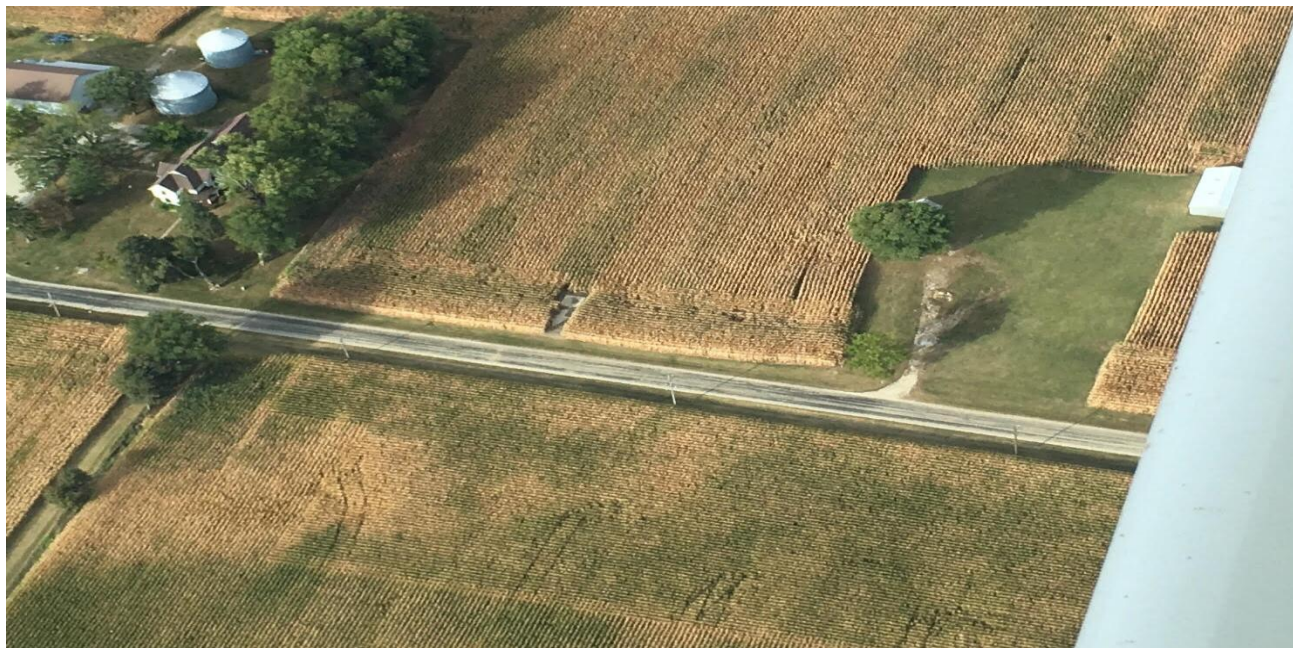
Nominations Needed!

Do you want a chance to be a direct part of steering our chapter's direction? How about taking advantage of EAA leadership training opportunities, or perhaps building stronger relationships with folks in our chapter with similar interests? The following positions in our chapter are coming available, January 1, 2018:

- **Vice President**
- **Treasurer**
- **Young Eagles Coordinator**
- **Program Committee Chair**

If you or someone that you know would like to serve in any of the above positions within EAA Chapter 932, please submit names on or before our October 14 Chapter Gathering to:
Arnie Quast at president@eaa932.org

JB Aviation at Galt Airport



A few weeks ago I took the Citabria on a scavenger hunt to find an old concrete airmail arrow. A series of these arrows guided pilots along the Omaha-Chicago airmail route at night or in bad weather (they had a tower with a beacon on it too) As far as I know it's the only one remaining in Illinois and it's tricky to spot! It's near Bresson (C82) and the coordinates for the arrow are 41 47' 11.38"N 89 1' 14.31"W. Happy flying!

Jonathan Miller

2018 Galt Airport Calendar Photos Wanted

Please send us your Galt Airport photos for our 2018 calendar. We are looking for recent photos and photos from all seasons. If one of your photos is chosen, you will receive a FREE Calendar! I will also be making an end of the year "slide show". Any and all photos are appreciated!

Please email pictures to rebekah@galtairport.com or call 815-648-2433 with questions.

The deadline to submit photos for the calendar is Sunday, November 12.

Rebekah Busse
JB Aviation Management



President's Report – Arnie Quast

Greetings EAA Chapter 932 Members,

October was another great month for us at EAA 932. Things are starting to wind down a bit as we approach the end of the year. Inclement weather put a damper on Galttoberfest, and also our chapter gathering which took place the following week. Despite the weather, we still made things happen in smaller numbers, and pressed on with our events. As always, good fun was had by those who came out to enjoy the events. Many thanks to JB Aviation for hosting Galttoberfest, and to Gerry Molitor for his very informative presentation on recreational aerobatics.

Our next chapter gathering is on November 11 at 10:00 am. We will be honoring some of our local veterans. Chapter member Parker Johnston who hosts a radio talk show known as **"Aviation Life"** on Huntley Community Radio will interview World War II veterans. One of the people that will be interviewed is chapter member Don Sword. Don has been a part of EAA 932 since its inception in 1989. He is 90 years old, and served in the US Army.

Finally, as we look around the corner into December, due to the holidays we have decided not to have a chapter gathering. Instead we will enjoy time together with the entire airport at the annual Galt Airport Christmas party.



Chapter Elections

As previously reported, we have been in the process of taking nominations for a few positions in the chapter that are becoming open in January. These include Vice President, Treasurer, Young Eagles Coordinator, and Program Chair. A few nominations have surfaced, but we still might be a bit hard pressed to fill some of the vacancies. Please give some thought to helping us fill some of these positions. A few good folks willing to help continue steering the chapter and getting involved at a higher level within the EAA would be greatly appreciated. We hope to hold an election at the November gathering.

New Website!

Have you noticed? Since the end of August your board worked hard to revamp our chapter website. A fine lady named Meira Leonard who learned to fly at Galt over this past year very graciously led this initiative. Meira has an extensive background in web design, graphic arts, and photography. She owns a company called **One Lion Heart**. Check out her website at www.onelionheart.com. Our new site has an awesome new look, and will provide one stop shopping for everything going on within our chapter. One of the cool features of the site is the ability to receive notifications. When you first open the site, a pop up offering allows you to receive notifications on your device. As the website gets updated with new information or pictures, a notification is automatically pushed to all who opted in. The site also provides much easier links for chapter membership, scholarship information, newsletter access, photo galleries, and easy ways to communicate with chapter leadership. Check out our new site at www.eaa932.org. I am positive you will love what you see!!!

I hope everyone is doing well. Have a great month!

Flying to Red Reflet Ranch- Wyoming

By Eric Rehm

Last year I read an article in AOPA magazine about a working guest ranch called the Red Reflet Ranch in Wyoming that had its very own airport. Intrigued after reading the article, I checked out their website at <https://red-reflet-ranch.net> which got me really excited and from then on I was determined to go. This trip would present some challenges however as the ranch is situated on the western slope of the Little Big Horn Mountains which rise to a height of over 13000 feet. My wife, Beth and I would be flying in mountainous regions at high density altitudes with a normally aspirated 200 hp Mooney 201, so I knew some careful preflight planning would be needed. Our trip went smoothly and I learned quite a bit. I thought I would pass on a few lessons learned just in case anyone reading this wanted to do a similar trip.



Our ultimate destination airport was WY00 which 838 miles from Galt, as the crow flies. Even in our fairly speedy Mooney, the flight time was likely to be in excess of six hours accounting for westerly headwinds that we would almost certainly encounter. Even with an early morning departure, I knew we would likely encounter some towering cumulus clouds that the front range of the Rockies tend to experience during the afternoon hours even on benign weather days. Therefore, I decided to make the journey to Wyoming a two day affair which served two purposes. One, we would avoid the afternoon cumulus buildups and two; we would arrive at our destination early the next day with the whole day to enjoy the ranch.

We launched at 8:00 am on September 10 bound for Billings, Montana. Billings is within an hour of WY00, is north of the mountains therefore not affected by the same weather patterns as mentioned above. The terrain does steadily rise the further west one travels but the entire route is mostly flat. We made fuel stops at Madison Municipal Airport, South Dakota (KMDS) where we had lunch and Faith Municipal Airport, South Dakota (D07). VFR weather prevailed the entire way with the only challenge coming from reduced visibilities that last 200 miles due to smoke from the forest fires in Montana. All told we flew 7.5 hours and 893 miles that first day. Even with the help of autopilot and sharing pilot duties, we were both pretty tired and welcomed a nice comfy bed at the Best Western in Billings.

I was thankful that day two dawned cool with light winds, no clouds and improved visibility. Density altitude was not an issue with temps in the mid 60's and Billings' 10500 foot runway. Terrain however was a consideration. After consulting the VFR sectional and the IFR low enroute chart, I decided to fly from KBIL on V85 to COD (the VOR at Cody, Wyoming) and then V319 to KRLY (Worland, Wyoming) and then direct to WY00. The IFR chart showed the minimum enroute altitude (MEA) along this route as 8500 feet which provided us with 2000 feet of terrain clearance and two way radio communication with ATC. We departed at 8:00 am and climbed to 9500 feet. Our route took us along a scenic high desert valley bordered on both sides by high mountains. Finding WY00 proved to be the biggest challenge. From the direction we were arriving from (west) the airport was hidden by a low ridge. Fortunately the airport has a GPS approach and I used it to help guide us in. WY00 is a one way out airport due to the high terrain to the east. Once we cleared the ridge and got the airport in sight, I set up for a straight in approach for runway 08. Total flight time was just over 1 hour and Beth and I were riding horses by 9:30 in the morning!



Leaving the ranch 6 days later was difficult, mostly because we had such a wonderful time we didn't want to leave. We did however postpone our departure by a couple of days as a winter storm dropped some snow in the mountains. Our revised departure date dawned with temps in the low 60's, clear skies and light winds. Cognizant of our limited runway length (5000 ft) and high altitude (4732 ft) I felt it prudent to fill the tanks to just 55 gallons keeping us well below the POH maximum weight for the conditions. Takeoff at WY00 is always to the west. I made sure I had the entire runway ahead of us, set the brakes and ran the engine to full power. We were off the ground in about 3500 feet and made a slow climb over the ridge we had flown over just a few days earlier. We circled over the high valley to 11500 feet before turning east. Since the weather was good we decided to fly over the Little Big Horns. We did not have portable oxygen with us however both Beth and I had been in an altitude chamber and knew our personal signs of hypoxia. The high terrain only last 25 miles or so and then drops down quickly to around 6000 feet so we knew we would only need to stay at 11500 for about 30 minutes. If we had had to go higher or stay at altitude longer we would have made alternate plans. A slightly southeast route brought us comfortably over the lowest part of the mountains which despite their high altitude were relatively flat providing for lots of good forced landing spots had we needed them. Once past the high terrain we dropped down to a 9500 foot cruise altitude where we gratefully breathed in the thicker air. From there the flight was a piece of cake. We stopped at Chamberlain Municipal Airport (9V9) for gas and lunch and home to 10C. Thanks to a hefty tailwind, time enroute was only 5.5 ours.

Our first foray into high terrain and mountain flying went exceedingly well thanks to some careful preflight planning and patience with the weather. It did not take any special piloting skills or a tricked out airplane. Also, Beth and I highly recommend the Red Reflet Ranch if you are so inclined. I hope this article may inspire you to venture out West, General Aviation style.

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Galt Traffic is published monthly and electronically distributed to approximately 800 readers. You can download current and past issues from the chapter website at www.eaa932.org/newsletters.html. To be added to the distribution list, please contact editor@eaa932.org."

EAA Chapter 932 is a local chapter of the Experimental Aircraft Association (EAA) based at Galt Airport (10C) in Greenwood/Wonder Lake, Illinois. Established in 1989, we are a 501(c) (3) corporation and a registered charity in the State of Illinois (CO#01065208).

EAA (<http://www.eaa.org>) is an international organization of members with a wide range of aviation interests including vintage aircraft, aerobatics, warbirds and amateur builders. EAA Chapter 932 gatherings are usually held at Galt Airport on the second Saturday of the month. Check our web site for more information about the chapter and events and activities at <http://www.eaa932.org>.

Galt Airport Contact Information

Galt Field Airport

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Airport Business Hours: 8:00 a.m. to 5:00 p.m. Monday through Sunday (winter hours)